

Victoria Daily Times.

VOL. 23.

VICTORIA B. C., TUESDAY, JUNE, 2, 1896.

No. 80

Challoner, Mitchell & Co.

The Leading Jewellers of Victoria.

FOR EVERYTHING
NICE IN THE JEWELLERY
LINE COME TO 47 GOVERNMENT
STREET. WE HAVE IT AT THE RIGHT PRICE.

TAMILKANDE TEA

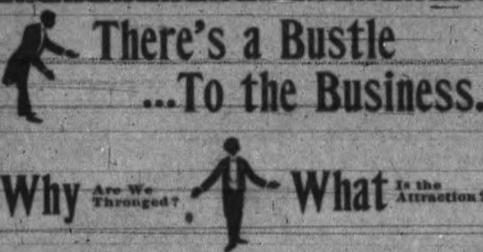
Selected from the
crack gardens of
Ceylon, Darjeeling
and China.
Blended by ma-
chinery.

In Lead Packages and 5lb. Cake Boxes
Tamilkande Tea Co., 18 St. Maurice Street, Montreal.

SIMON LEISER & CO., Agents, Victoria.

AROMA,
FLAVOR,
PURITY,
STRENGTH.

TWO CUPS IN ONE.



Why Are We Thronged?
What Is the Attraction?

It's wide-awake broad-gauge, up-to-date shopkeep-
ing that's doing it. We have a reputation to pro-
tect, and the many new business friends we are
making shows that reputation to be a good one.
Our store is full of bright May merchandise for you
to select from.

Here's a Wash Goods Stock

That any store might be
proud of. None but worthy
weaves; we emphasize the
styles, the qualities and the
prices, that's what moves
them at such a rapid rate.

MORNING AS WE SELL IT

Is a satisfaction to the pur-
chaser. None but honest,
durable sorts, not at half
their worth, but just at their
actual value. You have con-
fidence when you can buy
thus. One people are not
hunting for something for
nothing—they know it can't
be done; there's a catch
somewhere.

CAPES, JACKETS, BLOUSES.

We've made a study of this

THE WESTSIDE.

May 21, 1896.

J. HUTCHISON & CO.

HALL, GOEPEL & CO., 100 Government Street.

Fire Agency

The Liverpool & London & Globe Insur-
Co. Losses settled without reference to
Head or other branch office.

Marine Agency

The Fireman's Fund Insurance Company,
Lloyd's Underwriters, London.

Life and Accident

The Traveler's Insurance Company.

Railway Agents

The Union Pacific Railway Co.

Steamship Agents

Atlantic Steamship Lines. Berths reserved
at lowest rates.

Coal Office

The Wellington Coal Yard, Best Wellington Household, Nut, and Co. most Steam and Black Coal, Coal containing oil sand, delivered in quantities to suit.

It is a Question :: :



This man is asking where shall I
buy the best Groceries cheapest?
It needs no Sphinx to answer this
question as the following prices
will show you:

Hungarian Flour, \$1.20 per sack.

American Rolled Oats, 10 lbs. for
25 cents.

Steel Cut Oatmeal, 10 lbs. for 30c.

Our Blend Tea, 20c. per lb.

Lime Juice and Apple Cider, 25c.
per bottle.

SARATOGA CHIPS.

Dixi H. Ross & Co.

Minstrels.

Mechants having accounts against the
Amateur Minstrels will please forward
them at once to Mr. F. G. Gregory,
100 Government Street. For their
admission we will please return suits to Band-
master J. M. Finn, and send accounts to
Mr. Gregory.

Weeks & Wright
MINING BROKERS.

Rossland, B. C.

Write us for
information

WALTER H. GIBSON

35 Pandora St., Victoria, B. C.
Circular, Pamphlet, and General Advertis-
ing Distributor for Above and Surrounding
Counties. I refer by permission to the
Canada and United States Advertisers
Agency, London, Canada.

Sun Life Insurance Company,
OF CANADA.

New Policies taken up in 1886, \$6,
604,000, nearly \$800,000 more than any
other Canadian company. Agents,

A. H. MARSH & CO., 44 Broad St.

JOSHUA DAVIES

AUCTIONEER.

Thursday, June 4th, 1896.

AT 11 O'CLOCK A.M.

I have been instructed by M. Strauss, Esq., to
sell by

PUBLIC AUCTION

At his residence, 304 Yates St., all his

Household Furniture

...COMPRISING...

Parlor, Bedrooms,
Dining Room, Hall,
Bath and Kitchen.

TERMS—CASH.

JOSHUA DAVIES,
Auctioneer.

Will positively cure sick headache
and rheumatism. Little Liver
Pills. That not talk but truth. One
pill a dose. See advertisement, small print.
Small dose. Small price.

An enjoyable game of polo was
played on the driving park yesterday
afternoon when Hon. V. Stanley, and
Messrs. E. Rogers, George Ward and
Morris opposed Messrs. Godfrey-Faus-
set, M. G. Drummond and Walter
Langley. Mr. Fausset's team won by
three goals to one.

Mr. Sheraton of Glasgow, at present
in Vancouver, has challenged any man
in British Columbia to walk heel-and-toe
for 24 hours.

Weller Bros., agents for the Ram-
bler and Ideal Wheels. These bikes
cannot be beaten.

Montreal, June 2.—Owing to a slight

HAD A STRING TO IT

Abbott's Conditional Promise to
Have Empress of India Call,
Was Not Fulfilled.

Conditions Were Favorable, but
the steamer Did Not Touch
at the Wharf.

President Kerr, of the Board of Trade,
and a goodly number of citizens were
at the outer wharf last evening to see
the Empress of India come in. They
had been assured by marine men that
"the conditions were favorable," and
they could see for themselves that the
tide was very high, the water was "as
smooth as glass" and the night was not
dark. Even if it had been, there were
enough lights on the wharf to guide the
most nervous mariner. But the Em-
press failed to connect, and the citizens
headed by President Kerr, returned to
town uttering very unfavorable com-
ments re the C. P. R. and the Conserva-
tive government. The Empress dropped
anchor near her usual place—per-
haps two hundred yards further in—and
the Victoria passengers and mails were
hurried aboard a tender and taken out
to the big ocean liner, which can go
through the Narrows at Burrard Inlet
but cannot come to the outer wharf,
where there is so much, if not more
water.

There was absolutely no excuse for
the failure of the Empress of India to
call last evening. The tide was high
and there was no wind; the night was a
fairly bright one and the guide lights on
the outer wharf, which cannot be mis-
taken and which guide the captains of
the other ocean steamers on the stormy
nights, were burning brightly. Be-
sides this, the Empress of India was in
charge of Capt. Marshall, and pilots
were ready to assist him. Capt. Mar-
shall knows as much about the waters
around the outer wharf as any man in
the city. He was here last fall and
made a careful survey of the outer har-
bor. The work recommended to be
done was carried out, and he knew it.
And yet his excuse last evening was,
according to the government organ,
that he had had no official notification
of the recent survey of the approach to
the wharf, and it being late in the day
it would be injudicious to attempt to
make a landing.

It was said that the Empress of Japan
due here next week will call at the
wharf upon her arrival.

OH, WHAT A MARE'S NEST?

That Fearful Alleged Combination
of Liberals, Patrons and
McCarthyites.

Indisposition. Hon. Mr. Taillon, post-
master-general, has been obliged to des-
ist from his campaign labors for a few
days.

Toronto, June 2.—Sir Oliver Mowat
will make his first appearance in Do-
minion politics to-night, when he will
speak at Oakwood, in Victoria. South
in the interests of Mr. McHugh, the op-
ponent of Mr. Fairbairn.

Port Colborne, June 2.—Abraham

Simpson, nearly 70 years old, proprietor

of the Commercial Hotel here, has com-
mitted suicide by jumping into the canal

in front of his hotel.

Montreal, June 2.—R. R. Dobell, of

Quebec, will probably oppose Mr. Mc-
Greary in Quebec West.

D. McIlroy has accepted the McCar-
thy nomination in North Lanark.

Sir Charles Tupper will open his On-
tario campaign June 8th.

EXPORTS OF CATTLE

Discussed in the Imperial Com-
mons—Revival of Fenianism
Creates Interest.

Reformers to be Released in a Few
Days—Cretans are Causing
Much Worry.

London, June 2.—In discussing the
discreases of animals bill in the house of
commons to-day, Mr. J. M. White, Lib-
eral, moved in amendment, leaving the
exclusion of live cattle to the discretion of
the privy council. Mr. Broadhurst, Liberal
member for Leicester, supported the motion, declar-
ing the bill to be injurious to Canada, and of no assistance
to British farmers. Mr. Walter Long,
president of the board of agriculture,
opposed the motion, claiming that it
only complicates the working of the bill.
Mr. White's amendment was lost by a
vote of 202 to 96. Mr. Skelley Buxton,
Liberal, who was under secretary of
state for the colonies in the late govern-
ment, moved to exempt the colonies from
the operation of the bill where it
was shown that those colonies were
free from cattle disease.

The papers here are beginning to make
much of the revival of Fenianism. Naturally
the ex-head of the body, Stephen and other former leaders, de-
ny any knowledge of the new move-
ment. Chief Inspector Melville, of
Scotland yard, however, says: "We are
only awaiting an opportunity to proceed
against the men we know for conspir-
acy. At present they have not gone
far enough for our purpose."

From Dublin it is reported that several
Irish-Americans, who arrived here
within the week, are now in touch with
other conspirators. Police commissioner
Malone, of Dublin, endorses Inspector
Melville's statement.

Mr. J. B. Robinson, the South African
millionaire, has received a cable
message from Pretoria saying that the
leaders of the Johannesburg reform
committee will be released in a few
days.

Bradford, June 2.—The exports to the
United States from this place during
the month of May amounted to £146,
300, a decrease of £350,401 compared
with the same month last year.

Constantinople, June 2.—The gravity
which the Turkish government attaches
to the Cretan situation is shown by the
fact that thirty-five battalions of troops
have been ordered to the Island of Crete.
After the troops retired from
Yamouss, the insurgents returned and
burned the government buildings.

DODDS DOESN'T TAKE

His Peroration Fell Flat on the Honest
Kamloops Electors.

Kamloops, B. C., June 2.—A large
and representative meeting gathered to
hear Mr. Mac and E. King Dodds last
night. Both were accorded a fair hearing,
but without enthusiasm. Mr. Dodds' burst of eloquence over the
riches that the national policy han-
dled upon us fell on unfeeling ears.
He was cheered, however, by the
faithful as per programme. Mr. Bos-
tock, unfortunately, was not able to be
present, but was well represented by
H. McCutcheon and W. Marshall, Vic-
toria. The latter exposed the fallacies
advanced by Dodds in every instance.
As usual as soon as the Conservative
speakers had finished the faithful ap-
plauders began to leave the hall without
waiting to hear from the other side,
which so disgusted the better portion
of the audience, that they rose en masse,
and after three cheers for the Queen
gave three rousing cheers and a
tug for Messrs. Laurier and Boston.

It kept, the Conservative reporters
one to get copy for the Ashcroft

Mining Journal and the other to eke out
a column and a half for the Vernon
News' special edition.

Mr. Boston is now en route from
Cariboo, via Lillooet, where he is meet-
ing with most flattering success. Mr.
Mac's meeting last night was simply a
repetition of that at Revelstoke on the
2nd.

ST. LOUIS' DEAD LIST.

The Number of Victims of the Recent
Cyclone.

St. Louis, Mo., June 2.—The known
list of dead in St. Louis totals 141
names; all of these bodies have been
recovered. Besides this it is known
that thirteen other persons have been
killed in the storm whose names are
unknown, and whose bodies have been
recovered. The list of missing persons
has diminished somewhat from the num-
ber reported yesterday, the list today
containing the names of eighty-six persons,
not including eleven said to have
been lost from the steamer Libbie Con-
quer.

JUNE.

S.	M.	T.	W.	T.	F.	S.
1	2	3	4	5	6	
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JOSHUA DAVIES

AUCTIONEER

Room 1, Board of Trade Building.

The Daily Times.

A CROSS-EYED ORGAN.

On a great many occasions the Colonist has approved the course taken by the Dominion government with regard to the Manitoba school question. In its eyes the remedial bill was the right measure to pass and strictly in line with the government's duty. The opposition were condemned and scolded without stint by the organ because they did not allow the bill to pass as Tupper insisted upon its passing. Mr. Haslam, ex-member for Vancouver Island district, is thoroughly in harmony with the organ on this question. He supported the government's remedial programme in the house and endorses it in his election address. Mr. Haggart, the other Conservative candidate, says he could not support remedial legislation as brought in by the government. It might have been expected that as between these two Conservatives, one approving and the other disapproving the government's policy, the organ would have preferred Mr. Haslam and supported his candidature. Not so the Colonist. It kicks Mr. Haslam overboard and puts Mr. Haggart on the back in this style:

"Besides, Mr. Haggart's opinions on the questions at issue in the contest are, we understand, more in accordance with the views of the Conservatives of the district than are those of Mr. Haslam. Having considered all the circumstances of the situation, Mr. Haggart's friends after inducing him to offer himself as a candidate for the suffrages of the electors of the district are bound to back him up and stand by him to the end. We must say that we strongly approve of their resolution and trust that they will be successful in securing Mr. Haggart's return. Mr. Haggart is a reliable man and will make a good representative."

If Mr. Haggart were to be elected he would, being a reliable man, carry out his expressed intention and vote against a cardinal part of the government's policy. The Colonist approves of that policy, and it quite as cordially approves of Mr. Haggart, who would vote against it. The organ's conscience is fortunately elastic enough to avoid injury from the strain, but its vision is not so exempt from suffering.

LAURIER'S TRADE POLICY.

The local Tupper organ this morning attacks the Liberal trade policy, making the old charges of inconsistency, indefiniteness and fickleness. The organ declares:

"What the government's policy is 'a plain enough. It is set forth in Sir Charles Tupper's manifesto in the clearest and most forcible terms. There is therefore no need of saying more than it is the policy pursued by the Liberal-Conservative party during the last seventeen years."

True, very true. There is no mistaking the fact that the government's policy is plain enough. That policy, as Sir Hibbert Tupper remarked in the Victoria theatre, is "written on the wall." That policy has been pursued with such magnificent results for the Tupper party—that Sir Charles cried aloud in his election manifesto, "Rejoice with me in contemplation of the happy conditions everywhere apparent." But Tupper organs, fearing that it would be unwise to place too much reliance upon the efficacy of the "happy conditions" cry, loudly flare: "The Liberals have no policy! Should they assume power every manufacturing industry in the country will be ruined, ruined, ruined!"

To show how senseless is this cry, how utterly absurd in the contention, "the Liberals have no policy," it is only necessary to quote the Liberal leader's exposition, speaking for the party. Nothing can be plainer:

"I take issue with Sir Charles Tupper. We arraign the national policy by its results. Here I may be asked and I will answer the question, what shall you substitute for it? What have you to offer us instead of it? We are told by way of reproach that we are going to introduce free trade as they have it in England. I am sorry, for my part, being a free trader, that we cannot have free trade as they have it in England at present, but while we can not have it, we intend to have and must have a revenue derived from customs duty, but with this difference between us and the Conservative party: The Conservative party agree that the main basis of revenue must be derived from a customs tariff, but we disagree on the point that they levy their duties not to raise revenue, but to favor special interests. Our object will be to raise revenue from customs' duties, but to favor the whole Canadian people by taxing everybody equally by placing an even burden on all shoulders, making the difference only that those who are wealthy should pay more and those who are poorer should pay less, and by making raw material, as far as possible, free. This is the aim and purpose we have in view. TRUSTION is an evil, but I do not see a demagogue tell you there must be no taxation. It is an evil and to be used sparingly, but every civilized man must pay for government."

NOT "FULL-FLEDGED."

"It is understood that at an early date the departments of customs and inland revenue will be restored to their former status. This will give Mr. John F. Wood and Lieut.-Col. Prior full ministerial rank. They are ministers now in one sense, but not the ministers over their own departments. It was thought at one time during the reconstruction that Mr. Wood should become a minister, and the new man take the controllership, but the special aptitude Mr. Wood has shown for the administration of the customs department made it unwise to effect a change at this juncture. When the present plans are carried out, however, the customs and inland revenue branches, which are both highly important, will be again full-fledged departments."

Toronto Mail-Empire.

HOW THEY STAND.

Column after column has been written and speech after speech delivered upon the Manitoba school question. So much has been said that frequently people are met who confess to finding it difficult to ascertain the exact position of the two great parties upon the question and the attitude of the candidates. Below we set forth the declarations of the leaders of the two parties upon the question and the position assumed by the local candidates at the forthcoming election.

WILL USE FORCE.

Question—"If you are returned to power will you re-introduce and carry the remedial bill?"

Answer—Sir Charles Tupper—"There is not a shadow of doubt about it. I said so in my election manifesto. I asked the support of the country upon this policy. We have not changed our policy in any respect. The bill will be reintroduced and pressed to a conclusion."

NO COERCION.

"What I contend is that before this remedial order and this legislation, all the facts in connection with the case should be investigated so as to give the government of Canada something to act upon. Until this is done I say the government cannot act without putting themselves in a false position." There is an admission on the part of the Manitoba government themselves that this government has the power to interfere and this parliament has the right to interfere by legislation, but this is a power which should be used only very sparingly and in cases of flagrant wrong-doing." "What is the inference to be drawn from this? The inference is that there is implied an engagement on the part of the government of Manitoba that as soon as the grievance has been investigated they are themselves prepared to give the minority the measure of relief to which they are entitled the moment the wrongs to which I have alluded have been proved." Hon. Wilfrid Laurier, House of Commons, March 3rd.

SLAVISH SUPPORT.

"Whatever measure the government bring down I am going to support." Col. Prior at Esquimalt.

MANLY INDEPENDENCE.

"I will support no government, no party that will attempt to coerce a sister province into accepting separate schools." William Templeman at Saanichton.

PROVINCIAL RIGHTS.

"We believe in provincial rights, and will oppose coercion in any form towards the provinces of the Dominion in respect to matters upon which they have been entrusted with the powers to legislate. In the matter of the Manitoba School Question we are of opinion that the offer of the Greenway government to amend the school law that the clergymen or representative of any denomination would have the right to impart religious instruction in the public schools, at stated times, was a most reasonable one, and that it ought to have been accepted by the minority as a compromise and by all parties as a liberal and adequate compliance with the judgment of the privy council. We are still in hope that, along these lines and under the policy of conciliation of Mr. Laurier—to whom all Canada is now looking for a final settlement of this disturbing question—the strife and intolerance which are provoked by denominational differences and religious rancor will forever disappear from the arena of Canadian politics, at least so far as the public school system of our country is concerned."

Revelstoke Mail: Saturday night's meeting was useful in its effects and proved clearly three things: That Mr. Bostock has a large majority in Revelstoke and neighborhood; that Mr. Mara is a poor representative with a cause that needs bolstering; and that the one thing that the Tupper followers are most afraid of is the dissatisfaction of men who are better Conservatives than they ever dared to be. The first was proved by the number and enthusiasm of Bostock's supporters, and the cheers with which his name was greeted. Also by the fact that no motion endorsing Mr. Mara was placed before the meeting. The first was shown by Mr. Mara's admittedly weak speech, and by the presence of Mr. Dodds. The third, Mr. Dodds proved himself, in his wild appeals to anti-Tupper Conservatives not to be led astray by the Grays.

Mr. Ker, speaking from the outer wharf to Capt. Marshall—For heaven's sake, Captain, come in and save us.

Capt. Marshall—Can't do it, my dear boy. Sorry, but in this campaign, the C. P. R. is strictly neutral.

Electors, cease repining! The Empress, on her way to the Orient from Vancouver last evening, actually came two hundred yards closer to the wharf than she had done heretofore!

Some of the C. P. R. promises are like Tupper's—they have strings to them.

John Haggart will die, politically, in the last ditch—the Tay canal.

The plea is that it was too late to dock the Empress at the wharf. It will very shortly be too late to influence the election.

The opposition central committee rooms are now located in the Balmoral Block, Douglas street.

Will be found an excellent remedy for sick headache. Carter's Little Liver Pills. Testimonials of people who have used them prove this fact. Try them.



To the Electors of the Electoral District of Victoria:

Gentlemen: We respectfully solicit your votes and support at the general election for the House of Commons, at which we will be candidates in the interest of the Opposition party.

In our opinion the time has arrived when, for the welfare of Canada and to ensure a revival of prosperity in this constituency and throughout the Dominion, a change in the federal administration is absolutely necessary.

We fully endorse the Opposition platform, adopted at the Ottawa convention in June, 1893. As the candidates of that party we are opposed to the ruinous fiscal policy which has now had a trial of eighteen years, and are of opinion that the highest interests of Canada demand a removal of this obstacle to our country's progress, by the adoption of a sound fiscal policy, which, without doing any injustice to any class, will promote domestic and foreign trade and hasten a return of prosperity to our people, and to that end we believe that the tariff should be reduced to the needs of honest, economical and efficient government."

We believe in provincial rights, and will oppose coercion in any form towards the provinces of the Dominion in respect to matters upon which they have been entrusted with the powers to legislate.

In the matter of the Manitoba School Question we are of opinion that the offer of the Greenway government to amend the school law that the clergymen or representative of any denomination would have the right to impart religious instruction in the public schools, at stated times, was a most reasonable one, and that it ought to have been accepted by the minority as a compromise and by all parties as a liberal and adequate compliance with the judgment of the privy council.

We are still in hope that, along these lines and under the policy of conciliation of Mr. Laurier—to whom all Canada is now looking for a final settlement of this disturbing question—the strife and intolerance which are provoked by denominational differences and religious rancor will forever disappear from the arena of Canadian politics, at least so far as the public school system of our country is concerned."

We will support a progressive railway policy, and if elected will strongly urge the importance of assisting a transcontinental line to open up the great country in the northern part of British Columbia, by which a transcontinental line would traverse a rich and yet uninhabited region.

We are opposed to the "bleeding process" whereby the province of British Columbia has been forced for years to contribute to the Dominion treasury in customs, excise, fishery and other dues, and to eastern monopolists, over two million dollars a year in excess of the sum returned to us for all purposes.

We believe that it is possible to administer public affairs absolutely free from the scandals that have been a marked characteristic of the rule of the present and late administrations, and will support no man or set of men that will shield criminals, whitewash bootleggers, or condone corruption in high places.

We believe in Canada and have faith in her future. Her progress has been retarded by a ruinous tariff and by mal-administration in every department of the public service. High taxation has been crushing the energies of her people, who have been leaving the country at the rate of one hundred thousand a year to find in the United States opportunities to live denied them at home.

Bad government has checked, to an extent almost incalculable, her progress, but it has not—only because it had not time in eighteen years—irreversibly ruined both the people and the country.

With an electorate influenced by principle and right, there is still great hope for our country, and especially for this province with its immense natural

wealth and magnificent opportunities for expansion.

Keeping in mind, then, the great issues upon which you will be called to pronounce a verdict—remembering the non-progressive state of the country, the unfair treatment which British Columbia has received, the failure of the protective tariff, the debasement of Canadian political life by ministers of the crown, and all minor questions—we respectfully invite you to consider if the time has not come for the electors of Victoria to demand that the old order of things shall be reversed and that a new and a better system of government shall be inaugurated in its stead.

Faithfully yours,

W. TEMPLEMAN,
G. L. MILNE.

"A Rambling We Will Go..."

THE RAMBLER WHEEL

Still holds its reputation as a first-class machine; strong, neat, and excellent in all its appointments.

The Ideal

Is the best in the market for the money.

WEILER BROS., Agents.

Refrigerators,
Hammocks,
Ice Cream Freezers, etc.
AT...

WEILER BROS.,

51 to 55 Fort Street.

DENTISTRY

AT...

One-Half the Usual Prices

For one month longer DR. MOODY will continue to give his services at the prices as advertised last month. This is owing to the very great demand that has been made upon him since—many patients having had to be turned away; so on the 1st of May these prices will hold good.

Vulcanite base plates, perfect adaptors to the mouth.

Full Set of Teeth, \$10.00.

Very Best Set of Teeth	\$10.00
Pivots	5.00
Gold Filling	3.00
Amalgam Filling	1.00
Cement Filling	1.00
Extracting Teeth	.50
Children's Teeth	.25
Cleaning Teeth	.10

The very best workmanship and material guaranteed.

REMEMBER, the best workmanship and the latest appliances and methods used in my office.

The same work for which before the cut double the amount was charged.

By aid of Electric Reflector work can be done just as well in the evenings.

Dr. H. P. MOODY,

Graduate of Philadelphia Dental College and Hospital of Oral Surgery.

NOTE THE ADDRESS—MOODY Block, Cor. Yates and Broad Streets, Victoria B. C.

OPEN DAY AND NIGHT.

NOTICE.

Campbell & Co.,

Cor. Traquair Ave. and Broad St.

Have just received a

choice line of

Imported Goods.

Call early and secure

your Spring Suit.

X L N C

The above letters express the quality of our goods, particularly.

Old Country Boots and Shoes.

But to meet competition we have

marked

Canadian Boots and Shoes

away down, and solicit a call when passing.

Men's Dungarees and Tan Boots, from \$1.75,

other goods in proportion.

Old Country Boot Store,

Chloride of Lime

For disinfecting. In perforated tin boxes. Can be kept dry and of full strength until all is used.
BOWES, His Dispenses Prescriptions.
100 Government Street, near cor. Yates street, Victoria.

LOCAL NEWS.

Gleanings of City and Provincial News in a Condensed Form.

Kodaks at Fleming Bros., Govt. st. Hammocks (in different sizes), Camp Stools, Camp Chairs, Camp Beds, etc., at Weiler Bros.

The members of No. 1 company Fifth Regiment, will hold a spoon shoot in the drill hall this evening.

On Saturday and Monday three thousand shares in the O. K. Gold Mining Company were sold on the Victoria Stock Exchange, this being the total number offered.

Urgent business will be considered at the next meeting of Colfax Rebekah Lodge. All members are requested to attend the funeral of Mrs. Felt, as Mr. Felt is a member of the lodge.

In his interview regarding the Point Ellice bridge, President McMullen, of the San Francisco Bridge Co., made an error as to its age. It was opened in August, 1885, not thirteen years ago as stated on May 26th, 1893.

Dr. J. K. Garrison, arrested on Saturday on the charge of having performed an illegal operation, was to-day admitted to bail. He gave a bond for three thousand dollars and two sureties, J. T. Harrison and George Simpson, of Spanish, each on a bond for \$1500.

Prospectors and others going from Victoria to Kootenay points, can now do so daily under an arrangement made by the Northern Pacific railroad company for a daily passenger service, Sundays excepted, via Spokane. Heretofore communication has been tri-weekly.

At a well attended meeting of the Natural History Society, held last evening, Captain Walbran read an interesting paper on the early navigators of the Northwest Coast. The paper included accounts of the voyages of Portlock and Dixon, Meares and Captain Barclay, after whom Barclay Sound is named.

George Brown was arrested this morning by Constable Abel. Brown is one of a party of men who have been living in an empty house on Yates street and stealing what provisions they needed. They had been living like princes, empty boxes which had contained the best brands of cigars and several packages of canned good were found in the house.

We enjoy the confidence of our customers, but, however, we are not surprised to learn that there are some who are not to be trusted even in a guessing contest. Every dollar spent in our store entitles the purchaser to a guess at the big block of soap, and the nearest estimate gets a high grade Cleveland swell special bicycle. \$1.00, 123 Government.

The opposition candidates, Messrs. Templeman and Milne, will address the sectors of Metchosin at a meeting to be held in the public hall, Metchosin, on Saturday evening, the 6th instant. District committees Nos. 1, 2 and 3 will meet this evening at the Central Committee rooms, Balmoral building, Douglas street. Committee No. 4 also meets to-night at 112 North Park street at 8 o'clock.

Officers of Victoria Tent No. 8, Knights of the Maccabees, were installed last evening by Deputy Supreme Commander Kriens. They are as follows: Past Commander, J. B. McNeill; Commander, Harry Weber; Lieutenant, Robt. Menough; Record Keeper, William Minty; Finance Keeper, J. H. Collens; Chaplain, Rev. Donald MacRae; Sergeant, Benjamin Deacon; Master-at-Arms, Louis Russell; First Master of the Guards, Frederick Warren; Second Master of the Guards, Geo. Warren; Sentinel, J. A. McDowell; Picket, Thos. Laniger.

We have pleasure in directing the attention of our readers to the Tamilam Tea Co.'s adv't, which appears on our front page, as we are pleased to be in a position to explain why this famous tea is called Tamilamkande. Tamil is the principal language spoken by the natives of Ceylon, and the word Tamil is associated with the early settlers of Ceylon. One tribe of Tamils migrated from Travancore, on the southwestern borders of India, and settling in the hill districts, established the town of Kande as their place of residence, and Kande became recognized as the capital of Ceylon. It still remains the sacred town of the Tamils for there is supposed to rest the foot of Buddha, and as this foot is one 72-inches long, it will be recognized that in the early days of the Tamils, small feet were at a discount. The original Tam is a Scotchman. Tamilamkande is a compound word, and the Tamilam Tea Co. have adopted it as registered brand for their delicious blends of tea, of which 100,000,000 pounds are consumed annually in Great Britain.

Awarded
Highest Honors—World's Fair.

DR.

PRICE'S
CREAM
BAKING
POWDER
MOST PERFECT MADE.

Fine Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant. 40 YEARS THE STANDARD.

Boys, get your lacrosse and running shoes from Gilmore & McCandless.

We keep the newest shapes in ladies' and gent's fine shoes. Gilmore & McCandless.

Weiler Bros., agents for Liberty's Cretonnes, Serges, Oatmeal Cloth, etc. Full line of these artistic materials.

Two walking sticks and an umbrella were left at Capt. Grant's the day of the bridge disaster. The owners may have the same by calling for them.

Word has been received that George H. Haynes, son of George W. Haynes, of this city, has passed with honors his final examination as a dentist at the University of California.

The first club meeting of the Y. M. C. rowing club will be held at the association rooms this evening at eight o'clock. Members will be enrolled and arrangements made for the first club regatta.

The brother of Simon Pearson, who with his wife was a victim of the Point Ellice bridge disaster, has taken charge of the three orphaned children. They left with Mr. Pearson this morning for the Indian school, Chilliwack, where he is one of the instructors.

Seghers Council No. 85, Y. M. L., at their regular meeting held last evening, passed the following resolution: "That Seghers Council, No. 85, Y. M. L., express their heartfelt sympathy with the friends and relatives of those who were lost in the Point Ellice bridge accident on May 26th, 1893."

Okell & Morris damson and green grape preserves are luxury. Try them.

Rev. W. Robinson, M. A., organizing secretary of the Society for the Promotion of Christian Knowledge, will give an address on the work of the society in the cathedral school room this evening at 8 o'clock.

At the last regular meeting of Court Vancouver, No. 5755, A. O. F., a resolution was passed deplored the sad loss of life occasioned by the recent Point Ellice bridge disaster. The court deeply sympathizes with those who have been bereft of friends and relatives, and trusts the sympathies of the public will partake of lasting nature in providing for those left destitute by this accident.

To correct an erroneous report circulated by a rival cyclery, we wish to inform the large army of bicycle riders that we do not charge extra for the renting of our high grade Eagle wheels. We rent them at the same prices as others charge for inferior wheels, namely: Twenty-five cents per hour, two dollars per day and one dollar and twenty-five cents for half day of six hours. Perry & McConnell, corner Broad and Trounce avenue.

The lecture at Spring Ridge last evening by Major Bateman was well attended considering that that portion of the city was the part that suffered such a loss at the Point Ellice bridge disaster. All present expressed gratification at having an opportunity of listening to such an eloquent address. Tonight Major C. A. Bateman will deliver his famous lecture entitled: "The Beautiful Queen, or the Nation Saved by an Orphna Girl!" Dr. Talmage says it is one of the best temperance lectures he ever heard. Messrs. J. G. Brown and P. C. L. Harris will contribute songs. All welcome. Admission free.

The evidence of the defence in the Prescott perjury case to-day, was directly contrary to that given for the prosecution. Mrs. George C. Mesher testified that Mrs. Cook slept at her house on the night of the 4th of February, the night on which Arthur Mesher swore that Mrs. Cook was at his residence. Lieutenant Maidland produced the short leave-book of H. M. S. Royal Arthur, which showed that Prescott returned to the ship at 9:30 p.m. on the night of February 16th. The evidence given for the prosecution was that Prescott was at Arthur Mesher's house that night at 10 o'clock. Other witnesses, including Captain J. D. Warren, refuted evidence given by the prosecution.

The old established business of Langley & Co. will in the future be carried on by the Messrs. J. N. T. M. and Wm. Henderson, under the firm name of Langley & Henderson Bros. Messrs. J. N. and T. M. Henderson are well known to Victorians, having been associated with the late Mr. A. J. Langley for the past ten years. Mr. Wm. Henderson was for eight years a member of the firm of T. A. Muir & Co., druggists, New Westminster, and severally in connection with that firm to associate himself with his brothers. Mr. J. N. Henderson will remove to Vancouver to take charge of the firm's branch there, while Messrs. T. M. and W. will look after the firm's business in this city.

The regular monthly meeting of the lady managers of the B. C. Protestant Orphans' Home was held at the orphanage, Hillside avenue, yesterday afternoon. Mrs. Charles Kent was in the chair and there were present: Miss J. Hutchison, Mrs. G. A. Sargison, Mrs. W. E. McCulloch, Mrs. T. Earle, Mrs. Charles Hayward, Mrs. S. Clarke, Mrs. Wm. Denny, Mrs. J. D. Pemberton, Mrs. W. J. Williams and Miss Carr.

The following donations for the past month were gratefully acknowledged: Mrs. J. D. Pemberton, two framed engravings; the Daily Colonist; milk (dairy); and boys' hats and jam, from Mr. R. E. Knowles; clothing, Mrs. Hutchinson and Mrs. Earle; milk, Mr. Robinson; books, the Misses and Master Andrews; invitation to Centennial Methodist church feast; cakes, Johns Bros.; ribband and dripping, Mr. Jack; hobby horse and toys, Mrs. William Wilson.

A resolution of sincere sympathy and condolence with the relatives and friends of the sufferers from the terrible catastrophe of Tuesday last was passed, and the reception committee were instructed to make public the fact that the doors of the home were freely open to receive children who have been bereaved and orphaned by the disaster.

The monthly bills for current expenses were referred to the finance committee to be paid if found correct, and the request for sundry articles of wearing apparel for both boys and girls was referred to the committee for the month.

The rule is refused with costs.

Ladies, a fine line of A. I. scissors and shears at Fox's, 78 Govt. St.

Trot rods and flies, see our fine stock at Fox's, 78 Govt. St.

ROYAL Baking Powder. Highest of all in leavening strength.—U. S. Government Report.

We supply shaving outfit that we guarantee. Get one, at Fox's, 78 Govt. Street.

Fine Finish, Reasonable Prices

Skene Lowe,
Photographer, Government St.

SHIPPING.

Doings in Marine Circles During the Last Twenty-four Hours.

No definite news of the barkentine Blakeley was brought down by the拓per, which returned yesterday from Alaska. The Blakeley left Seattle on April 14, and is therefore 48 days out.

Under favorable conditions she ought to have reached her destination two weeks ago. She had a large number of passengers on board, the majority of whom were miners from Cock's Inlet, The Sunrise City correspondent of the Alaska Mining Record, writing under date May 8, gives the following information: "The boats which are now waiting at Conal harbor, about 130 miles below here, number ten. Three others which sailed from Seattle nearly two months ago, one of which is the Lincoln with nineteen passengers, are reported lost." No further information regarding the vessels is given. The Utopia is reported as having landed 110 passengers at Resurrection creek.

Vocal Department—Miss Gertrude Flumerfelt, (scholarship pupil of Miss Sharp); Miss Agnes Dier, (gold medal) pupil of Miss Walker; Miss Agnes Dier, best rendering of piano solo ("Harmonious Blacksmith," Handel), eight pupils in competition. Misses Ada E. Tindley, Carrie M. Hall, Violet Vernon, pupils of Miss Sharp; Misses Isobel Gill, Adelaide Willemar, Maud Munro, Minnie Wilson, Bertha Munro, Ethel Bechtel, Pauline Tingley, Norma Flumerfelt, Gladys Campbell, Winifred Wilson, Millie Newby, Isabel Fraser-Barron, Edith Sharpel, Mary H. Robinson, Masters Richard Maynard, and George Verriender, pupils of Miss Walker.

Vocal Department—Mrs. J. R. H. Rickaby, Miss Mary A. Wilson, Mr. Arthur S. Gore, Mr. W. T. Williams.

Theory Class—First class, Miss Gertrude May Flumerfelt, 1st; Miss Adelaidie M. Willemar, 2nd; Miss Carrie Hall, honorable mention. Second class—Miss Gladys Campbell, 1st; Miss Agnes Dier, 2nd; Misses Norma Flumerfelt and Bertha Munro, honorable mention.

Musical History—Miss Gertrude May Flumerfelt, 1st; Miss Carrie M. Hall, 2nd.

SUCCESSFUL PUPILS.

Prizes Awarded to Pupils of the Conservatory of Music.

At Institute hall last evening a large number of ladies and gentlemen were present by invitation of Miss Sharp, principal of the Victoria Conservatory of Music. They thoroughly enjoyed the excellent programme of instrumental and vocal music by the teachers and pupils of the conservatory. At the conclusion of the programme Rev. Mr. Sweet presented the following successful pupils with prizes:

Piano Department—Miss Gertrude Flumerfelt, (scholarship pupil of Miss Sharp); Miss Agnes Dier, (gold medal) pupil of Miss Walker; Miss Agnes Dier, best rendering of piano solo ("Harmonious Blacksmith," Handel), eight pupils in competition. Misses Ada E. Tindley, Carrie M. Hall, Violet Vernon, pupils of Miss Sharp; Misses Isobel Gill, Adelaide Willemar, Maud Munro, Minnie Wilson, Bertha Munro, Ethel Bechtel, Pauline Tingley, Norma Flumerfelt, Gladys Campbell, Winifred Wilson, Millie Newby, Isabel Fraser-Barron, Edith Sharpel, Mary H. Robinson, Masters Richard Maynard, and George Verriender, pupils of Miss Walker.

Vocal Department—Mrs. J. R. H. Rickaby, Miss Mary A. Wilson, Mr. Arthur S. Gore, Mr. W. T. Williams.

Theory Class—First class, Miss Gertrude May Flumerfelt, 1st; Miss Adelaidie M. Willemar, 2nd; Miss Carrie Hall, honorable mention. Second class—Miss Gladys Campbell, 1st; Miss Agnes Dier, 2nd; Misses Norma Flumerfelt and Bertha Munro, honorable mention.

Musical History—Miss Gertrude May Flumerfelt, 1st; Miss Carrie M. Hall, 2nd.

In Sailor Suits

For little boys (3 to 6 years) we are better fitted than ever before. We have bought the temptingly kind of suits for little boys, and have put the temptingly kind of prices on them. Here's a Navy Serge Suit of pure wool, that can't fade. The deep sailor collar is ornamented with gold braid in neat designs. The prices of these Sailor Suits are \$1.50, \$1.75, and \$2.00. You never heard of so little money doing so much for a boy before. These are junior suits and the fit of these suits is particularly neat. The prices, \$1.50, \$1.75 and \$2.00, show what it's no serious drain on your pocketbooks for you to wear the neatest of suits, if they come from

CAMERON, THE CASH CLOTHIER.
55 JOHNSON STREET.

Great Shoe Value

Is to be found in several cases of Ladies' Laced Tan Oxfords we opened this morning. They sell at only \$1.50 per pair; also some Hand Turned Laced Oxford of a darker shade, beautifully finished, that sell for \$2.00. This is positively the best value in Tan Goods we have yet offered the ladies of Victoria.

A. B. ERSKINE. COR. GOVERNMENT & JOHNSON STREETS.

Our

Stock
of Fine

Footwear

WAS NEVER SO COMPLETE AS IT IS NOW.

We have the Very Newest Styles in Ladies' and Gent's Fine American and Canadian Footwear in Black and Colored.

VICTORIA TEA HOUSE,
15 Government Street, cor.
Trousse Avenue.

NO CANVASSES.

Columbias, Clevelands and Crescents.

Are all good wheels. Therefore have no others.

Our Ladies' wheels are the handsomest and best on the market.

M. W. Waitt & Co.,

42 and 44 Government Street

Cleaning House, Eh?

Well, don't forget that we have just received several choice shipments of

NEW . . . GOODS . . .

When you re-furnish your Parlor, Dining Room or Kitchen.

Full line of Household Goods.

B. C. Furniture Co.,

Government Street.

JACOB SEHL, Manager.

Dominion Elections**Vancouver Electoral District.**

MR. W. W. B. MCINNES,

OPPOSITION CANDIDATE.

Will address meetings as follows:

Comox . . . June 3

Union . . . June 4

Cedar . . . June 6

Somenos . . . June 8

McPherson's . . . June 9

Royal Oaks . . . June 10

Sooke . . . June 12

Galiano Island . . . June 15

Nanaimo City . . . June 16

Nanaimo . . . June 17

Wellington . . . June 18

Northfield . . . June 19

A Strong and Happy Assurance

Paine's Celery Compound Positively and Permanently Cures.

Men and Women Made Strong for the Hot Weather.

If the Doctors Have Failed to Give You Health, Paine's Celery Compound Will Meet Your Case—Your Blood Will be Thoroughly Cleansed—Your Nervous System Will be Strengthened—You Will Feel Bright and Happy.

There ought to be no necessity of continually reminding people that they should look closely to their condition of health at this season of the year. Notwithstanding constant warnings thousands seem to be quite indifferent to what they term the small ills of life. Small streams make mighty, rushing rivers; the small ills of life, when neglected, frequently bring on dangerous maladies that end in death.

The trifles of to-day—weak and deathly feelings, nervous twitches, debility, sleeplessness, tired feelings, and heavy, dull pain in the head—may to-morrow result in a dread disease, paralysis, insanity, or that awful palsy that ends life so quickly.

This is indeed the time when Paine's Celery Compound should be used by old and young who feel that they are not up to the full standard of health, strength and activity.

The hot, evocative weather of summer will soon overtake the weak, languid, nervous and broken down. The results must be appalling and fatal to thousands, if the system is not fortified

by earth's best medicine, Paine's Celery Compound.

The fact that Paine's Celery Compound has met the most sanguine expectations of physicians, and cured so many in the past, should be the strongest and happiest assurance to those who need a life-giving medicine at the present time. That Paine's Celery Compound cures positively and permanently all diseases arising from impure blood, or from decline in vigor of the nerve system, is fully proved by thousands of earnest and happy men and women who have signed letters to that effect.

Let us kindly urge every individual, young and old, who is out of condition, to make trial of one bottle of Paine's Celery Compound. The results will be astonishing, convincing and gladdening. No other medicine in the world like it for pure, rich blood, and for bestowing that robust health that can successfully cope with the dangers that have to be encountered in midsummer.

Beware of imitations and substitutes. See that you get "Paine's" the kind that "makes people well."

CAUSE OF ARMENIA

A Sketch of the Events Which Led up to That Country's Present Misery.

Rev. Dr. Campbell's Lecture and His Appeal for Help for the People.

On Sabbath evening a week ago, being the anniversary of Her Majesty's natal day, the Rev. Dr. Campbell gave a lecture on Armenia, of which the following is a synopsis.

By looking at the map you will see that Armenia is a large country, extending from the Black sea to the Caspian sea and from the Caucasus mountains to the Taurus mountains. The historic river Euphrates divides it into Major and Minor Armenia. It is a tableland about seven thousand feet above the sea, and slopes gradually towards the east and the west. The natural scenery is very fine, abounding in fertile valleys, romantic mountains, large rivers and beautiful lakes. Its principal productions are grain, grapes, cotton and tobacco. Paradise, the Garden of Eden, the cradle of the human race, is in Armenia, as is also Ararat, on which rested the Ark of Noah, the preacher of righteousness, and is the second starting point of the great family of man. The inhabitants claim to be descended from Japhet, the third son of Noah, and to establish their claim have many interesting legends and genealogical traditions. Their history for more than a thousand years B.C. is very chequered with sunshine and shade, adversity and prosperity. They were seldom an independent nation, being for many centuries under the sway of Babylon, Persia, Media and Assyria. It was conquered, although not subdued, by Alexander the Great; and is now possessed by Turkey, Russia and Persia.

Some of the Armenian ecclesiastical historians maintain that Christianity was introduced into the country by the Lord Jesus himself. As to this being a fact there is some doubt; but it is beyond doubt that Christianity was established in Armenia as early as the second century, and that the whole country was evangelized in the fourth century by Gregory, a prince of royal blood. Efforts were made by the eastern and western sections of the Church of Rome to have the Armenian church unite with them, but to no purpose, for she maintained an independent existence up to the middle of the fifteenth century, when the Jesuit missionaries sowed the seeds of discord, and produced a schism, and now about one hundred thousand belong to the communion of the Church of Rome. The old fires of persecution were kindled at the time of the European Lutheran reformation, from which the orthodox Armenian church suffered severely. In the eighteenth century the Armenians sought the protection of Peter the Great, and ever since the Armenian church has been largely under the protection of the Czars of Russia. The doctrines of the orthodox church, notwithstanding some reforms during recent years in the direction of the European ecclesiastic churches, are almost identical with those of the Greek church. It will be remembered that some years ago the Czar put out his feelers in suggesting, if not claiming, that as he was at the head of the Greek church, which is the national church of Russia, all holding the doctrines of the Greek church were under his care and protection, and as a natural consequence, his subjects, England protested and the claim was abandoned.

In 1820 the British and Foreign Bible Society, that powerful organization for the dissemination of the Scriptures, translated the Bible into the Armenian language, and circulated a large number of copies among the people. The Armenian Board of Foreign Missions, sixty-six years ago, sent missionaries to Armenia, and were very successful in arousing deep interest in

the Mahomedans that worked much damage, but really to pillage, murder and massacre the unoffending Armenians. They would on the least pretence attack and slaughter them without mercy or regard to rank, sex, age or infancy. They were massacred in their houses, their churches, their streets and cemeteries. In one district 25 villagers were burnt. As the result of one dastardly attack no less than a thousand were buried in a single trench. Sword and fire swept from the north to the south, from the Black Sea to the Mediterranean. All this in the Nineteenth century, and under the eyes of the Christian nations of Europe and America! "Tell it not in Gath!" Thousands were butchered and slaughtered without mercy, and tens of thousands were left homeless, hopeless and starving. Their only crime was that they were Christians, and could not and would not become Islamites. England should have interceded and commanded the Sultan to stop these persecutions, or step aside and let another take his place, for had not Great Britain propped up his tottering throne, both before and since the Crimean war? Russia, Germany and France would have carved up Turkey, and divided it among themselves, and that nation with its "unspeakable Turk" would have been blotted from the map of the world. Why immediate steps were not taken to avert this terrible crisis in Armenia was that England was afraid of Russia, and Russia was afraid of England, and therefore what little protesting they did, was done half-heartedly and in a whisper. When reforms were asked, the Turk, knowing the jealousy with which these nations watched each other, with that cunning for which he is proverbial, purposely delayed action, advancing this technicality and that mechanical, showing clearly that the Czar was secretly backing up the Sultan, assuring him that should the lion of England interfere with him, he could depend for help on the bear of Russia. Meanwhile the awful persecutions, and diabolical tortures of the Christians—both Protestants and Roman Catholics—went on.

It is hollow mockery to make a great naval demonstration of the English fleet when the Venetian boundary is the trouble, while the Armenian Christians are rendlessly massacred by cruel fanatics with scarcely a protest from Great Britain. When a few years ago came the overthrow of the Turks, and the prospective breaking down of British guards in the east, through the progress of Russia in Asia, and the British navy was forbidden to enter the Black Sea, England, under the inspiration of Beaconsfield, suddenly with a startling display of power and determination strayed for battle, her fleet, against the protesting of Turkey and the growling of Russia, steamed through the Bosphorus with the union jack at the mast head, the decks cleared, and the gunners at their guns. Even an accidental shot from the forts of Constantinople which the Sultan had managed to the teeth would have instantly opened a war that would end the reign of the sick old man of Turkey. This son of Israel had by his promptitude and bravery repelled the eyes of Russia, and brought Turkey to her senses. But now Christians are massacred and have been massacred for five years, massacred by the thousands, and their homes laid in ashes with a protest made only in a subaudible whisper by Great Britain and the American

republic. O, for the shades of Cromwell and Beaconsfield to smite the murderer and protect the helpless and innocent!

At the conclusion the reverend gentleman made a strong appeal on behalf of the Women's Council for contributions towards the relief fund for the 400,000 destitute and starving Armenians.

Communications.

THE EMPRESS STEAMERS.

To the Editor: Well! At last one of the Empress steamers yesterday came near to the dreaded outer wharf, leaving Vancouver at 8:30 a.m., arriving at Victoria at 1:30 p.m. The Empress steamers, to arrive at the outer wharf after dark, making the run from Vancouver to Victoria in the unprecedented fast time of six and a half hours. The arrangement was just the same as on previous occasions, a tender being in readiness to take the passengers and mails to and from the steamer. By a strange coincidence it was an unusually high tide, favoring the docking of this steamer, (not that there is not water enough at any time to dock a steamer of this kind) besides having the advantage of twin screws. I am amazed at the importance attached to the docking of one of these steamers when it is a well known fact that a larger steamer, the Arawa, has been docked, and, strange to say, without any accident. I know for a fact that these Empress boats have laid off this dreaded outer wharf for eight or nine hours, waiting for the tide to serve the steamer through the Narrows, near Vancouver. A large assembly of notable people were assembled on the outer wharf last evening to see the great feat of docking one of these steamers, amongst them no less a personage than the president of the Board of Trade, who, in his innocence, was standing ready to receive the captain and officers of the steamer. A band of music in attendance and a colonel who was decked out in regal splendor like the Mikado of Japan. But "O what a surprise," and what sorrow when the dull noise of the anchor was heard to drop in the water just a few hundred yards from this dreaded wharf, going down like their hopes. I am afraid Mr. Abbott, after the elaborate correspondence which has appeared in the Colonist and Evening Times, has mistaken the date, thinking June 1st was April 1st. A GOOD JOKE.

Mother's will find Chamberlain's Cough Remedy especially valuable for cough and whooping cough. It will give prompt relief and is safe and pleasant. We have sold it for several years and it has never failed to give the most perfect satisfaction. G. W. Richards, Dunquane, Pa. Sold by all druggists Langley & Co., wholesale agents, Victoria and Vancouver.

Notice.

Belleville Street, between McClure Street and Birdcage Walk is closed to public traffic.

R. A. WILMOT,
City Engineer

TRANSPORTATION.

General Steamship Agency.

THROUGH TICKETS To and From All European Points

From Montreal.

Alain Line, Sarrian... June 13
Dominion Line, Numidian... June 20
Dominion Line, Ottoman... June 13
Beaver Line, Lake Winnipeg... June 10
Beaver Line, Lake Huron... June 12

From New York.

Cunard Line, Struria... June 13
Cunard Line, Campania... June 20
American Line, Paris... June 13
Red Star Line, Noordland... June 17
Red Star Line, Florida... June 17
White Star Line, Tentonic... June 17

White Star Line, Britannic... June 21
Nor. German Lloyd, Hayne... June 16
Nor. German Lloyd, Travay... June 23

Anchor Line, Circassia... June 20
Anchor Line, Furnessia... June 24

Allan Line, California... June 12
Allan-Slate Line, Nebraska... June 26

For rates, berths, tickets, and all information apply to

GEO. L. COURTEY,
Cor. Fort and Govt. Sts., Victoria, General
S.S. Agent.

CARRYING UNITED STATES, HAWAIIAN AND
COLONIAL MAIL, WILL INVEST THE COMPANY'S
WHARF, FOOT OF POLSON ST., SAN FRANCISCO.

TRANSPORTATION.

Oregon-Asiatic Steamship Line.

FOR...

HONOLULU,
CHINA and JAPAN.

ALTMORE, 8,500 tons, due 20th May.
ASLOUN, 4,500 tons, due 20th of June.

F. C. DAVIDGE & CO.,
Commission Merchants and Shipping Agents,

IMPORTERS OF...

Japanese Rice, Silk and General Merchandise.
Board of Trade Building, Victoria.

THE
OCEANIC
Steamship
Company



Carrying United States, Hawaiian and
Colonial mail, will leave the Company's
wharf, foot of Polson St., San Francisco.

FOR HONOLULU ONLY

S. S. AUSTRALIA (3,000 tons) Tuesday,
June 19th, 1896, at 10 a.m.

For Honolulu, Auckland & Sydney without change

The splendid, new 8,000 tons steel screw
steamer ALASKA, Thursday, June 25th, at 2
p.m. or immediately on arrival of the Eng-
lish mail.

For passage apply to 114 Montgomery
street. For freight apply to 822 Main St.,
J. D. SPENCELL & BROS. CO.,
General Agents.

R. P. RITCHIE & CO., Agents,
Victoria.

TO ALL
POINTS ON PUGET SOUND.



CANADIAN PACIFIC
R.Y.
is the only direct line to the
Cariboo
AND
Kootenay
Gold Fields.

Passengers should leave Victoria for Kootenay points on Friday, Sunday and Tuesdays, making direct connections for

Nanaimo, Pilot Bay, Ainsworth, Rossland, Kaslo, Trail Creek, Nelson.

AND ALL KOOTENAY POINTS.

For Rates, Maps, etc. apply to

GEO. L. COURTEY, Agent.

Cor. Fort and Government Sts., Victoria.

GEO. M. BROWN, Dist. Pass. Agent, Vancouver.

A GOOD JOKE.

CANADIAN PACIFIC
NAVIGATION CO.
(LIMITED)

TIME TABLE NO. 27,

Taking effect June 21st, 1896.

VANCOUVER ROUTE.

Victoria, to Vancouver daily, except Monday at 2 o'clock.

Vancouver to Victoria daily, except Monday at 12:15 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, last night and return Saturday morning at 8 o'clock. Wednesday and Friday at 7 o'clock. Sunday's steamer to New Westminster connects with C. P. R. train No. 2 going east Monday.

For Pioneer Pass, Wednesday and Friday at 7 o'clock.

For Pender and Moresby Islands Friday at 7 o'clock.

Leave New Westminster for Victoria, Monday at 12:15 o'clock; Tuesday at 7 o'clock.

For Plumper's Pass Thursday and Saturday at 7 o'clock.

For Pender Island and Moresby Island Thursday morning at 7 o'clock.

NORTHERN ROUTE.

Steamships of the company will leave for Peter Simpson and intermediate ports via Vancouver the first and 15th of each month at 8 o'clock, when sufficient indemnities offer will extend trips to West Coast ports and Queen Charlotte Islands.

PUGET SOUND ROUTE.

Steamer MANITOBA leaves Victoria for Alberni and Sound ports on the 10th, 20th and 30th of each month.

The company reserves the right of changing this time-table at any time without notice.

JOHN IRVING,
General Manager.

General Agent.

ESQUIMALT & NANAIMO RY.

TIME TABLE NO. 26.

To take effect at 8:30 a.m. on Saturday, March 21st, 1896.

Trains run on Pacific Standard Time.

GOING NORTH.

Daily Sat'dy and Sun'dy

Lv. Victoria for Nanaimo and Wellington... 7:00 8:00
Ar. Nanaimo... 11:30 12:00
Ar. Wellington... 12:00 12:30

GOING SOUTH.

Daily Sat'dy and Sun'dy

Lv. Wellington for Victoria... 8:00 8:30
Ar. Victoria for Nanaimo... 10:00 10:30
Ar. Wellington... 12:00 12:30

For rates and information apply at the Company's office.

A. DUNSMUIR, JOSEPH HUNTER,
H. K. PRIOR,
Gen. Freight and Passenger Agent.

Gen. Freight and Passenger Agent.

For rates and information apply at the Company's office.

A. DUNSMUIR, JOSEPH HUNTER,
H. K. PRIOR,
Gen. Freight and Passenger Agent.

For rates and information apply at the Company's office.

British Columbia.**NANAIMO.**

Nanaimo, June 2.—There appears to be no indication on the part of the Conservatives to arouse a sentiment of enthusiasm among the faithful. It is possibly owing to the fact that they perceive all efforts in such direction would be futile, and have made up their minds to accept the inevitable. One prominent Conservative remarked yesterday that Mr. Haslam would be requested to withdraw, but for the fear that by so doing it would be interpreted that he had been bought by the Dinosaurs. In the meantime the Liberal candidate continues to hold successful meetings wherever he addresses the electors.

The customs' returns for the past month were: Imports, \$14,747, and duty collected, \$4,788.42.

The attendance at the city schools for the past month averaged 1,233.15.

The inland revenue returns were \$15,25.

QUEENSLLE FORKS.

B. C. Mining Journal.

Dr. Underhill, formerly of Mission Junction, is now here. Haxing formed a partnership with Dr. Sanson of Clinton; they will maintain an office at this point.

James Bain and partners are working in a small way and very satisfactory results have attended their efforts on the bench of the South Fork of the Quesnelle.

The dam across the North Fork has just been completed and water is now running through the cut, but not yet in any great quantities, but if no bad luck befalls the dam the cut will no doubt be sluiced. It is reported that the dam will yet have to be raised somewhat, but that can easily be done after the water subsides.

The enterprise displayed by the parties in completing the work so far is commendable and the best wishes of community are that success will attend their efforts.

Mr. Brigham has a force of 15 men at work on the Victoria company's ground and is doing systematic work, and before the season is very old he will know more than has ever been found out about the richness of the company's ground. He has also had a small force piping with a small head of water on the ground near the road about three miles from the forks where the same channel that the South Forks mine is on is supposed to cross. The results are not as yet made known, but are supposed to be favorable. At this latter place water can only be obtained for a few weeks in a season.

The Cariboo mine is running full blast and although the season is late a good showing is looked for. The big slide last fall occurring about the time the mine shut down by freezing in the pit, thus caused a good deal of trouble but it is now worked out. The powder drift was well filled with explosives early in the season and a large mass of dirt blown off the surface into the pit. This week water was turned off for a few days in No. 1 pit while a team of sluices were pushed up to the face, but work is going ahead with the monitors as usual. No. 2 pit is looking well, and good results may be looked for when washing up time comes, which will not be for some time to come yet. The Cariboo mine will prove a record breaker when time enough is given it to work to the best advantage. When the last hundred or more feet in the bottom of the present pit is brought up, gravel of unheard of richness will be shown. Eventually this famous mine should, and we believe will, pay a million a year in dividends, but to bring about this happy result will take several seasons, as can be readily seen by mining men. When once in the right shape it will be a producer and dividend payer for a hundred years to come.

QUEENSLLE.

B. C. Mining Journal.

Mr. Beallding, who has been spending some weeks in Quesnelle and on the river above, came down last stage and gave us some of the facts as to the working of the Fader dredge on the Quesnelle. Mr. Beallding and his brother are the principal investors in the enterprise, and while not yet satisfied with the trials made, Mr. Beallding informs us that the results of the trial so far have not been satisfactory. The pump does not work well and must be replaced by a new one. The engine is not up to requirements, and a new bucket is needed. The water is very high and so much gravel and wash running in the bottom of the river that it is impossible to work to advantage and the plant has been shut down. A depth of about four feet was obtained and some gold was washed up, but the conditions have been so unfavorable for work that as yet no satisfactory test has been made.

Mr. Beallding says that sufficient means and money will be supplied to test the proposition thoroughly and that he has not lost faith in the gold bearing in the river in paying quantities.

ROEVLSTOKE.

Kootenay Mail.

It is reported that the Snowshoe has been sold for a good figure and that about twenty men will be put to work in a few days. It is reported that Messrs. Pool and Kincaid struck a large body of ore on their claim near Whiskey Point.

The French Creek Mining Co. have authorized the issue of 600 bonds. The first hundred are \$300 each, and the remaining \$400 each. This is equivalent to a sum of \$100,000. To secure the payment of these bonds, the company delivers a mortgage deed of trust, conveying their property to one Robert Comp., of Milwaukee, as trustee. There are some developments concerning this and other companies, that will soon come around, and be good news for the Big Bend.

The largest political gathering which has yet been held in Revelstoke occurred last Saturday night at Peterson's hall. The occasion was the first appearance of J. A. Mara, as a supplement for the suffrage of the electors of this town; notwithstanding the fact that he has represented the district for several years.

The large audience completely filled the hall, and there was no lack of enthusiasm, particularly when mention was made of Laurier and Bostock. Every repetition of their names provoked fresh demonstrations of applause, proving very disconcerting to Mr. Mara.

who, while seeking to justify his own course, endeavored to discredit them. The climax was reached when the meeting, though called in the interests of Mr. Mara's candidature, adjourned at midnight with cheers for the Queen, Laurier, and Bostock; and without a resolution, or even a cheer, for our ex-member.

WILL GET ESTIMATES

Ald. Macmillan's Motion Regarding Bridges and Roadways Passed.

City Engineer Wilmot Reports on the Condition of the James Bay Bridge.

Several important questions were decided at last evening's meeting of the council. Mayor Beaven occupied the chair, and with the exception of Ald. Macmillan all the members were present.

The city clerk of Toronto wrote asking the co-operation of the council in a move to have the postage rate of two cents on drop letters reduced. The town council considered the rate exorbitant.

Ald. Glover moved that the letter be received, the Toronto council to be informed that the Victoria council is in full sympathy with the movement.

Ald. Williams would gladly second the motion, but at the same time would like to draw attention to the high rent for boxes. Victorians pay twice as much for postoffice boxes as is paid in Vancouver.

The council expressed sympathy with the movement and a committee will wait on the candidates for the commons and press upon them the advisability of reducing the rate, and also the rent for private boxes.

The Deputy Provincial Secretary officially notified the council of the appointment of Dr. J. D. Helmcken as police commissioner. Received and filed.

Simon Leiser wrote that he found his property extended 4 feet 3 inches on Waddington alley and offered to sell the strip to the city at \$167.67 per foot, the same price that he paid for it.

Ald. Glover moved, seconded by Ald. Macmillan, that Mr. Leiser be informed that the city is not purchasing land supposed to be public property.

Ald. Humphrey understood that the alley had become a public street through being open so long.

Ald. Williams pointed out that other property owners must be protected.

Men had erected buildings in the alleyway and they would be shut out from their property if Mr. Leiser built on the alleyway. He moved an amendment that the letter be referred to the city engineer and city solicitor to report.

Ald. Partridge seconded the amendment.

Ald. Macmillan said Mr. Leiser had purchased the land from Mr. Oliver. It would be well to find out if Mr. Oliver bought as much as he sold.

The amendment was carried.

The secretary of the Woman's Council wrote that the council could not see its way clear to encourage the immigration of women from the East. The letter was received, and will be forwarded to Dr. Bessey, Toronto.

Chief Denby in his annual report recommended the creation of a small house in Victoria West. Referred to the fire warden.

Hon. B. W. Pearce wrote that during his tenure of office as commissioner to define the street line, it was shown that the property owners on Wharf street were not entitled to the strip of ten feet on the street which Mr. James Yates is now claiming and upon which he has threatened to erect a building if he is not paid for the strip.

The whole matter was referred to the city engineer and city solicitor to enquire into and report.

E. A. Wilmot, city engineer, reported as follows on James Bay bridge:

Victoria, June 1, 1896.

Honorable Robert Beaven, Mayor:

Sir: In compliance with your instruction to examine and report as to the condition of James Bay bridge, 1st, as to their adaptability for ordinary traffic; 2nd, for tramway traffic, I have the honor to report that I have thoroughly examined James Bay bridge and pronounced it to be perfectly safe for all ordinary traffic, governed by the regulations applicable to bridge traffic, and also safe for ordinary tramway traffic. By ordinary tramway traffic I mean that the cars should not be crowded beyond their comfortable seating capacity, and that the rate of speed should not exceed four miles per hour while crossing over the bridge.

In giving my opinion that the bridge is safe for tramway traffic I do not in any way authorize its use for that purpose.

I have not yet had an opportunity of examining Rock Bay bridge, but will do so soon as practicable.

E. A. WILMOT.

City Engineer.

Ald. Humphrey thought that the bridge should be re-opened for vehicular traffic, but the question of allowing street cars to pass over should be deferred.

The council went into committee to consider the report.

Ald. Macmillan thought the council should exercise the most extreme caution in regard to the James Bay bridge. The bridge was never strong enough for tram cars.

Ald. Cameron thought that if the city could do so, they should stop the company from running cars over bridges not built for street car traffic.

It was decided to open the bridge for ordinary vehicular traffic, but it will remain closed to street cars until otherwise decided.

Messrs. Spratt & Macaulay wrote that they could not supply washed screenings for the electric light works, but would supply Comox lump coal for \$2.75 or Protection Island nut coal for \$2.75. Referred to the electric light committee.

Included in the accounts submitted by the finance committee was one for \$25,000, expenses in connection with the Point Ellice bridge disaster.

The city solicitor and city barrister reported that they did not think it would

prejudice the corporation rights to take over the receiver at Beaver Lake and complete it. The report was adopted and an agreement will be drawn up between the contractors and the city.

The fire wardens recommended that John Meston's tender for supplying two sets of new wheels at \$263 and the Victoria Iron Works' tender for hydrants at \$35 each, be accepted, being the lowest. The report was adopted.

The street committee recommended that a sidewalk be laid on the west side of James Bay bridge, and that the footbridge on the Indian reserve be put in repair. Adopted.

Ald. Cameron drew attention to the condition of the sidewalk in front of Spencer's Arcade.

Ald. Wilson explained that it had not yet been decided what kind of sidewalk was to be laid.

Ald. Macmillan said it was about time North wad received attention.

Ald. Macmillan's motions, published on Saturday, regarding the city bridges and building of permanent roadways to divert the traffic from the James Bay and Rock Bay bridges, were taken up. They were seconded by Ald. Humphrey.

Ald. Macmillan considered prompt action imperative. The object of building a second bridge at Point Ellice was to do away with the necessity of vehicles and pedestrians crossing the same bridge and subjecting them to the same mishaps as the street cars. No matter how strong a structure is put there, there still remains the danger of a horse becoming uncontrollable, causing the loss of life. He maintained that the city should not be forced to maintain bridges for the street railway company.

By running a street in a straight line from Government to Work street, the Rock Bay bridge could be avoided. The Rock Bay bridge seemed to have been built for the street railway company and not for the convenience of the public. The expense of building a roadway across the James Bay mud flats would not be very heavy. If this was done the city would have an independent way of reaching James Bay and the street railway company would either have to assist the city in building a good bridge across the bay from Government street or build one themselves. He just wished to pave the way by getting estimates of the cost of the works.

Ald. Williams while supporting the resolution would like to see something done to immediately re-establish communication between the city and Victoria West.

Ald. Humphrey said it was impossible to make any temporary arrangement. The present bridge would either have to be repaired or a new one erected. He favored a new one, and also favored Ald. Macmillan's proposal regarding Rock Bay. It might be a little early to extend Douglas street but it would be no harm to have an estimate prepared.

Ald. Glover favored the resolution.

Twenty-eight applications were received for the position of poundkeeper. Amos McInnes was elected after five ballots had been taken.

The council adjourned at 11:05.

Pore, rich blood is the true cure for nervousness, and Hood's Saraparilla is the One True Blood Purifier and Nerve Tonic.

HOW THE LADIES GAMBLE.

Scenes at Fashionable Ladies' Clubs in London.

My informant is a single lady of title, who is in the habit, though she does not own to it, of undertaking professional commissions for a private detective agency. She said she had joined the club because she had thought it would be "useful" to her. She at once made it her business to get on intimate terms with the manageress and to ferret out all the secrets of the place.

The club was situated in the region bounded by Oxford street, Bond street and Piccadilly. It was managed by a woman with a French name, who was generally known as madame, but who spoke English like a native. There was man of pronounced Jewish physiognomy who was occasionally to be seen in madame's private room, where he was generally reading over the accounts. He came and went by a private door at the back. Some of the ladies made jokes about him, but Lady Sally, my informant, ascertained that he financed madame, and, in short, was the real owner.

The club was, in fact, a polite gambling hell for fashionable ladies only, who suffered from this distressing complaint; but fortunately their goodness does not end here, for they are very generous in their gifts to charity.

Carter's LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not grip or purge, but by their gentle action please all who use them. To visit at 25 cents: Five boxes everywhere, or sent by mail.

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MEETINGS.

To the Shareholders of the A.O.U.W. B. A., Ltd.

The Annual General Meeting will be held on Friday, 12th June, at J. D. Warren's office, 6 Teague Avenue, General business. J. D. WARREN, Secy. pro tem.

Opposition Committee

Division No. 4

Will meet at No. 112 North Park street, on

Tuesday Evening, June 2d, at 8 o'clock.

A full attendance of members is requested.

Public Meetings.

Mr. W. Templeman,

Dr. G. L. Milne

And others, will address meetings of the Electors of Victoria Electoral District at

Colwood Hall, Thursday, June 4th.

Cedar Hill School House, Friday, June 5th.

Notchotus Hall, Saturday, June 6th.

Messrs. Prior and Earle are invited to be present. Chair taken at eight p.m.



No. 228.

ABY-LAW

A By-Law to Amend the "Market By-Law," the "Market By-Law Amendment By-Law, 1892," and the "Market By-Law Further Amendment By-Law, 1892."

The Municipal Council of the Corporation of the City of Victoria enacts as follows:—

1. The appendix to the "Market By-Law" relating to the sale of the system, such as Dismal Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While this most remarkable success has been shown in curing

SEQUAH'S REMEDIES

Can be Obtained from your Chemist.

TAKE NO SUBSTITUTE

Don't forget, these Remedies have been

PUBLICLY TESTED

Highest of all in Leavening Power.—Latest U.S. Gov't Report

Royal Baking Powder

ABSOLUTELY PURE

CORONER'S INQUEST

Further Evidence Regarding the Accident at Point Ellice Bridge Last Week.

Mr. Gore, Deputy Commissioner of Lands and Works on the Stand.

At two o'clock yesterday afternoon the inquiry into the cause of the Point Ellice bridge disaster was resumed. Frederick Humber, of Topsia avenue, was the first witness called. He was on the back platform of the car. The first thing he heard was a noise, and then it seemed as if the car was off the track. Looking back he saw the bridge falling. Witness was then struck on the head by falling timbers and he remembered nothing else.

Charles Farnas, of Boleskine road, was driving over the bridge following the car. When he got under the truss he saw the rails nearest the Gorge bend under the car. Then he stopped his horse and started to back up. The bridge broke at the far end first and, after the crash swayed and broke at the other end. Then he heard a series of sharp snaps and the track sank considerably, sagging under the car. Then it went down, the bridge striking the water first. The eight timbers came down on the top of the car as they fell.

Frederick Baldwin, of 64 North Park street, was on the car. The first thing he noticed of the accident was the sinking of the fore part of the car as if the axle had broken. There was a distinct click and the car sank a couple of feet and hung for a moment; then came the loud crash and everything went down. Witness said that it was possible for the flooring of the bridge to fall away and yet leave the truss intact.

Arthur Butcher, of Stanley avenue, was hanging on to the rear platform of the car. He first heard a long crushing sound as if the car had gone off the track, then there was a thud and the car came to a sudden stop. He felt himself falling then and remembered no more until he found himself in the water. Hanging onto the back of the platform with him were several others, each with a foot on the coupler and hanging over, holding on with their arms.

Thomas Gilligan, of 70 Johnson street, was in the car on the left hand side. His first impression of the accident was that the car dropped as if the axle on the forward truck had broken. Every one in the car was pitched forward. A second later he heard a crash and knew nothing after that.

Henry Graham Lawson was on the back platform. He first noticed a sound as if the car was leaving the track. He heard two or three bumps, the car seeming to go down a little lower each time. He then heard a series of crushing sounds, followed by a loud crash and then everything went. The car, he said, did not seem to care at all.

William Sinclair Gore, deputy commissioner of lands and works, was next called. He deposed that the Point Ellice bridge had been built in 1885 during his term of office, by the San Francisco Bridge Company, under contract with the government. The contract price was \$10,887, but the actual cost was \$11,827. Witness exhibited the specifications, which were read to the jury, and plans of the bridge. Mr. Blackett was superintendent of construction on behalf of the government. The government had charge of the bridge until the spring of 1891, when it was taken over by the Corporation. It was in good condition when handed over. When in charge of the government the bridge was inspected once a year. Witness thought it was by Mr. Blackett, or perhaps Mr. Rockett, who was frequently employed by the government for similar services. The tramway company was not incorporated when the bridge was built. Cars were running over the bridge before it was handed over to the city. Witness produced copies of the correspondence which had passed between the government and the street railway in connection with the running of cars over the bridge. He had taken steps, he thought, to ascertain whether the bridge was safe or not, but he did not recollect what had been done. Bridges, the witness said, during inspection, had to be uncovered in order to judge of the soundness of the timbers. If the bridge was old enough to warrant it after it was about six or seven years old, holes were bored with small augurs. Timbers in bridges similar to this one, floor beams particularly, should be renewed every seven years or thereabouts. The floor beams in this sort of bridge would be the first parts to show signs of weakness, the other parts being in such close compression that it was practically impossible for the moisture to get into the joints. The upper parts were covered with galvanized iron to protect them from the weather. By taking proper precautions to prevent the eye bars from spreading, floor beams could be replaced at any time. The floor beams are hung on iron hangers, over pin connections, and the lateral sway rods are affixed through the floor beams, thus keeping the bridge rigid as far as lateral sway is concerned. If a sway rod was released and there was a moving load on the bridge, the bridge would oscillate, and if it was carried to any extent the bridge would collapse. A coupler of four inches was in the floor of each truss, and that would have to be flattened out before the bridge could sag. The depositions of previous witnesses as to the car sinking about a foot in the middle of the bridge, witness said, could only be from the giving way of a floor beam. The car going down a foot and then the motion being arrested, was because its weight was sustained

by the longitudinal struts. The longitudinal struts would hold it up for a moment or so, before breaking. The car in falling through the bridge would undoubtedly fall on and carry away the lateral sway rods, bringing down the ends. It was not probable, witness said, that the lower chord could be responsible for the accident described. If the lower chord was broken it would have a tendency to spread the end chords, acting as a bow. The longitudinal struts were put in three years ago after the accident which occurred then with the same car. The timber in the bridge were framed under the direct supervision of the late Mr. Sypolt, who was then the representative of the San Francisco Bridge Company. The iron in the bridge was made at the Albion Iron Works and was carefully examined and measured by Mr. Sypolt before it left the foundry. The designs and specifications were made by the San Francisco Bridge Company. They were calculated by comparing them with the other competitive plans. The strain sheets were worked out by the San Francisco Bridge Company, and the government had compared them with other tenders. Witness had not calculated the strain sheets. He was sufficiently satisfied by the comparison that they were all right. The only formality exercised in handing the bridge over to the city was the extension of the city limits. No actual calculation had been made of the extra strain caused by changing the rails from the centre to the side of the bridge. It was the practice, witness believed, to fix the lateral sway rods to the floor beams; it would not do to attach them, if even they could be attached direct to the lower chords. If there was no oscillation the floor beams might be moved without affecting the truss. A car, however, could not fall through without bringing down the whole structure. Notwithstanding that, witness said that he thought it was a good design, it being the general design used all over the continent. Originally the floor beams were fixed by hangers passing through them with give plates fixed on the bottom. There were diagonal holes bored to fix the sway rods. The lateral sway rods were $\frac{1}{8}$ inch in diameter, and the hangers $\frac{1}{4}$ inches. The bolts, no doubt, would admit water that would start rot. When the car had put in new beams they hung them on stirrup irons; witness thought, was an improvement. In seven or eight years the floor beams would decay and should be removed. In one of the floor beams in the span still standing, the rot was very plain; that beam had been there perhaps about eleven years.

The original floor beams had been approved by the then chief commissioner of lands and works and the government. Witness did not think that any of the eye bars had been bored too large and filled; it would be a most culpable act if such were the case. If one of the lower eye-bars broke he did not think the bridge would give way, for they were calculated for five times the strain. If one was broken those remaining would hold. The stirrup irons put in by the city were not as strong as the old ones, though they were better for the wood. At the time the tramway had first run over the bridge they had only light cars and no restrictions had been put on them. The bridge was calculated to support a weight of a moving load of 1000 pounds to the lineal foot, added to this, however, was a factor of safety which brought it up to five thousand pounds. At the time the bridge was built witness did not verify the strain figures, but since then they had been verified, and found to be correct. The government had no inspector to test the tensile strength of the iron. Witness did not know what was the ultimate tensile strength of wrought iron.

The inquest was then adjourned until 9:30 this morning.

The first witness called this morning was George Mallette, of Oak Bay. He was riding in the car conversing with Canon Paddon. Suddenly the car gave a kind of jolt, and after running forward a little, settled down and then went the downfall into the water. The car lurched towards the Gorge as it fell, the rear end striking the water first; the water then flushed in, drowning him and Canon Paddon through the window.

George Neut, of North Park street, was standing on the back platform. As the car went on the bridge he noticed the bridge swinging considerably. The car swayed for a moment under the reverse action of the swing, then a crash sounded under the right hand corner of the car as if something had given way under the car. Then came a similar crash under the left end corner. This was followed by a general crash, as of the crushing of a match box. The bridge then bent in at the centre, and after he had heard the loud crash the end nearest the city gave way, then went down they went. It seemed to witness as if the longitudinal beam under the car broke first, as the car started towards the Gorge. The rear end of the car struck the water first, falling at an angle of forty-five. The platform of the bridge was still under the car when it struck the water. He did not think the car left the rails. Witness clambered on to a timber from the platform and pulled his wife from a window of the car which the water had not then reached. He thought that the bridge had first broken in the centre. Witness saw the upper part of the bridge falling, a large beam falling on to the back of the car knocking some of the passengers off. The people walking over the bridge seemed as if they were attracted under the swinging action of the bridge. The sounds which the witness heard seemed to be the sound of breaking timbers. He heard no sound of breaking iron work. The speed of the car was very slow, some of the passengers having got off before coming to the bridge, saying that they could walk faster than the car.

William J. Crull was inside the car.

He heard no sound and heard no intimation that anything was wrong until the car fell. He did not know how he got out of the car.

Francis M. Yorke, stenographer, of Dallas road, said he was employed by the city to clear away the wreckage soon after the accident had occurred. He had found the car lying about fifteen feet from the pier at the Victoria West end and about three feet towards the Gorge side. The roof of the car was destroyed in order to get the bodies out, and a diver was sent down. About twelve feet from the pier witness found a double-seated buggy, which he had since found to be of Mr. Potts. He had removed the debris and had the car towed away by a tug, then a diver was sent down. They had ceased operations on Tuesday night on coming to the conclusion that the bodies that were still in the water were under the iron work. Next morning they towed the debris all away. Most of the wreckage on the car was on the end nearest Esquimalt, the other end having very little wreckage on it. He had since acted under instructions from the mayor, taken the several parts of the car and had them weighed at the city scales. The weighing was witnessed by Chief Desay, himself and Mr. Johnson, the weigh master. The weight of the different parts are as follows: Motor, 4,500 pounds; truck, 1,500 pounds; motor, 4,705 pounds; car, 0,002 pounds, making a net total of 10,817 pounds. The trolley arm, cushions, and the wood-work that had been cut away weighed. Mayor Beazley had given him instructions about removing the wreckage. The iron is now all piled on the city wharf, watched night and day by watchmen. The timber is all in a heap up the Gorge, in charge of the provincial police. Witness said that the tracks and the motors of the car were all sound. When Diver McHardy went down he could not see any tracks under the car. The weight on the bridge was estimated to be about 21 tons, that is roughly speaking.

William Peden, of San Juan avenue, was on the rear platform. The first thing he noticed was that the car jumped as though it was off the track and had ran on to the wood work. There was but one job, and then the car seemed to go right down. The rear end going down first.

Henry Paggio, of 15 Store street, was on the front platform. The first thing he noticed was that the car had a crack at the rear of the car, then he felt the car going down, and did not know anything else until he found himself in the water.

D. Strachan, of Princess avenue, was standing on the lower steps of the front platform. A crashing sound under the centre of the car was the first sound he heard. He immediately got off the car and ran along the bridge abreast of Mr. Wilson's rig. When he had got a few steps from the other span the floorway rose up and the planking broke up. He then fell into the water about ten feet away from the piers and about fifteen feet in front of the car.

Robert Dally, of 84 North Chatham street, who was also on the lower step of the front platform, said that he first noticed a couple of bumps as if the car had left the metals, then came the loud crash and he went down into the water. The car in falling canted towards the Gorge, the front end going down first; it righted again, however, at it fell.

John Black McKilligan, manager of the Victoria branch of the Consolidated railway company, was the first witness called this afternoon. He said that he had been manager of the company since the beginning of May last. In connection with Henry Croft he had been appointed receiver until January 1, 1896. Witness was appointed receiver and manager by the trustees, which position he filled until April 30th last, when he was appointed manager of the new company. His duties are chiefly financial and general. The duty of operating and running the road falls on the superintendent, W. C. Cheney, who only consults him in matters relating to policy or to a radical change in the condition of affairs. Nothing had been reported to be out of order with the bridge since he had been appointed. Witness exhibited and read a book of rules which are issued to the motormen and conductors. Among the rules read by Mr. McKilligan was one instructing conductors to order people standing on the rear platform to go inside unless it was crowded that there was no room inside. He did not know if there had been any steps taken to see if the bridges were in a safe condition. The superintendent had no special instructions relating to bridges except in connection with their own trestle work. Instructions, though, were issued relating to approaching bridges and about passengers leaning out, thus endangering themselves. The new company was incorporated.

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Use Ocean Wave Baking Powder.

Manufactured by the Hamilton Coffee and Spice Co., Hamilton, Ont.

THE VICTORIA STOCK EXCHANGE.

SHARE LIST.

Tuesday, June 2, 1896.

Name of Stock.	Asked.	Ind.
B.C. deb. 1871, red bid 1875.		
" 1871. " 1882.		
B.C. In stk. 1891-3, red 1891.		
Bank of British Columbia.	250	
B.C. Compt. of Li.		
B.C. Land & L. Agency, Ltd.		
Gl. West Life Assurance Co.	250	
B.C. Bd. of Trade Bdg. Ass.	250	
Canadian Pacific Ry. Co.	250	
Can. P. Ry. & Min. Co.	250	
James G. M. Co., cap. \$1,000,000.	250	
O. K. Gold M. Co., cap. \$1,000,000.	250	
St. John Gold M. Co., cap.	250	
Cariboo M. & S. Co.	250	
Iron Mask G. M. Co.	250	
War Eagle G. M. Co.	250	

Seller—O. K.: 25c.

MARRIED.

ROBINSON-Lowe—On May 20th, at St. Andrew's R. C. Church, by Rev. Mr. St. John, Joseph Patrick Robinson, of England, to Margaret Lowe, of Victoria.

DIED.

FELL—At Santa Barbara, California, on the 11th May, Joseph June, the beloved son of Thornton Fell, Esq., and daughter of the Rev. John Bell, D. D., aged 11 years.

The funeral will take place at 3 o'clock p.m., on Wednesday, June 3rd, at the First Presbyterian church, Flanders street. Friends will please accept this intimation.

Ladies who wish red nobby shoes in Tan, Black, or Canvas, should call Gilmore & McCandless.

Ice Cream Freezers, and Refrigerators at Weiler Bros.; various sizes, suitable for domestic and hotel use.

ROYAL Baking Powder has been awarded highest honors at every world's fair where exhibited.

FLIES . . .

Fine English and Scotch Varieties

From 50c to 25 a dozen. Largest and Handsomest assortment in British Columbia. All Classes of Fishing Tackle. Complete stock of Cricket and Lawn Tennis goods.

HENRY SHORT & SONS,

25 Douglas street.

Short Orders of all kinds at Popular Prices.

Our Family Dining Room is the best in the city. Luncheons of all kinds put up for tourists and sportsmen, at the shortest notice.

OPEN DAY AND NIGHT.